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First mailing
04-14-02

TO: City Officials and others

ANGELA REYNOLDS
ENVIRONMENTAL OFFICER
CITY OF LONG BEACH
PLANNING AND BUILDING DEPARTMENT
333 W. OCEAN BOULEVARD
LONG BEACH, CA 90802

RE: Long Beach Municipal Airport Expansion

Dear : ANGELA REYNOLDS
ENVIRONMENTAL OFFICER

I called staff writer Felix Sanchez of the Long Beach Press Telegram recently to comment about his lack of reporting the citizens concerns about expansion of and increase of commercial flights at the Long Beach Municipal Airport. This includes physical structures, runways, lighting, parking, etc. He called Thursday April 4, 2002 and asked to interview me over the phone and an article was to appear in Monday's Business Section on April 8, 2002. I agreed. What a mistake. We talked about twenty minutes - He only reported about where I lived and noise levels and even misquoted me about American Airlines and their share of slots. They have no slots coming period.

What I did talk about was the peoples' will and the three times proposed expansion and building of another 10,000 feet of runway was soundly defeated at the polls.

To keep McDonald Douglas in Long Beach, we reluctantly voted to extend the diagonal runway. The citizens expressed concerns that this would open the door for further commercial expansion. All the "Brass" downtown pooh-poohed the idea saying it would never happen, even though plans were drawn up for a second long runway. This was kept secret for fear of blowing the whole deal. I know first hand working in the construction division of Long Beach Gas Department a lot of our facilities would have to be relocated or abandoned.

Besides what I talked about above, I briefly talked about shopping centers, both ends of diag. runway schools and churches, relocation of infrastructure, roads, pumping stations, drainage ditches, the Pyramid at Long Beach State University, 7,000 souls, 2 ½ miles of end of diag. runway, FAA rules regarding a 6,000 foot X 2 ½ mile buffer zone off of any commercial runway, lost tax base - when peoples homes of 30 to 40 years are bought up (the city can not repair streets as it is).

People in surrounding areas would soon learn there would be a heavy price to pay for convenience and cheap flights. Anyone that is inclined to can find out that the air corridor in Southern California is the most congested in the West Coast. We have had plenty of air mishaps in and around Long Beach Municipal Air Port. Albeit, most have been private or military aircraft (again, I have had first hand knowledge, being on emergency call for Long Beach Gas Department).

Talk about safety – once these air lines get a foot in the door, watch out. It will be grow – grow – grow.

I think most will agree we are long over due for a location that will handle another hub or international airport. There are many municipal airports in the area. None are being considered because there is no 10,000-foot runway.

A full-blown airport and a bedroom community will not mix; one or the other. Common sense voters have spoken three times. Look what El Toro voters have in store for them.

Most of what I've stated can be found in the files at City Hall, City Attorney, Press Telegram, and plenty of other attorney's offices.

Bottom line, no body at City Hall can or wants to be at City Hall will talk about the airport and safety. Its just money – money – money, and none of it will go to the taxpayer anyway.

What should, but will probably never happen is to go back to an open City Council election where we vote for everyone. They represent the entire city, why shouldn't all voters have a say in their elections? If we don't like what they are doing, it is out the door. No term limits needed. Mayor elected from the council, money saved could go toward a full time council, saving even more with smaller office staff.

I thank you for your time. It would be nice to receive an acknowledgement of receiving this letter.

Sincerely,

11-14-65
Clyde M. Spencer
Clyde M. Spencer

enclosure (2)

Airlines' interest in L.B. surges

Airport: Possibility of more flights clashes with residents' desire for less noise.

By Felix Sanchez

Staff writer

LONG BEACH — Clyde M. Spencer has lived in the same house several blocks from Long Beach Airport for going on four decades.

The 78-year-old Long Beach native, who worked for the city's utilities department all his adult life, doesn't have much in the bank, but he knew if there was something he could leave his children it was his two-story house on Faust Avenue.

"And what's going to happen? There are going to be airplanes flying over their house day and night. Great," Spencer sighed.

Spencer's increasing concern is over a recent surge of interest by at least two major commercial airlines in establishing new daily flights out of Long Beach Airport.

Spencer remembers the long battle between residents, airlines and the city from the early 1980s until the 1990s over just how many daily flights should be allowed, and at what times.

But a possible court battle again looms as American Airlines has made thinly veiled threats to sue the city over how it's managing the 41 daily flight slots imposed on the airport after a federal settlement of the litigation.

Last month American made a strong suggestion that the airport provide it with four permanent daily flight spots even though all 41 existing slots are already parceled out, including 27 to fast-growing commercial carrier JetBlue Airways.

And before city officials could digest American's demands, Alaska Airlines jumped into the mix, asking for three permanent daily flight slots so it could start service to and from Seattle.

Why the sudden interest in Long Beach Airport, a facility that prior to JetBlue's arrival last summer had seen its share of smaller, upstart airliners come and go, and had been consistently rejected by larger carriers when the 27 slots were sitting unused?

"Long Beach has always been a yo-yo airport. Up and down, up and down," said Mike Boyd, an airline industry analyst with the Boyd Co. in Denver.

"The problem recently with Long Beach is the curfew issue. Flying into Long Beach is like operating on a Jewish holiday. The sun goes down and traffic stops," Boyd said.

"For that reason airlines come and go."

But some other factors are now stirring interest.

- The Orange County public vote against an airport at the former El Toro Marine Base has Southern California

PLEASE SEE **AIRPORT/A16**

AIRPORT: More people traveling

CONTINUED FROM A13

Regional Airport Authority planners scrambling to track how existing facilities from San Diego to the San Fernando Valley and to the high desert will be able to handle the surge of airline passengers over the next two decades.

- JetBlue's success with its no-frills, non-stop, low-fare service from Long Beach to New York's John F. Kennedy International Airport, and planned expansion in the next few weeks to Washington, D.C., has caught the eye of competitors. Part of the success is tied to the airport's accessibility and convenience, compared to Los Angeles International Airport.

- And, finally, on Jan. 1, a term of the federal settlement expired that had prevented airlines from being able to sue the city or contest the ordinance that imposed the 41 daily flight cap and noise requirements.

"Long Beach, Ontario, even Bakersfield airports are going to become more important as alternatives," Boyd said about the impact of the El Toro defeat.

Stephen Levy, with the Center for the Continuing Study of the California Economy in Palo Alto, said that the way planners deal with that issue will have a dramatic impact on the Southern California economy and on jobs.

The friction will come as the demand for more airport capacity clashes with the demands of residents for fewer flights and less noise.

"That is the trade off," Levy said.

"The local community doesn't want a lot of air traffic flying out there," Boyd said.

"You can bet your boots 41 won't satisfy these airlines. They want their share," Spencer said. "The noise as it is right now, especially with these new planes, is not bad. I can live with that. But I can't live with this being a full-blown airport. You can't have both."

Boyd said Long Beach's best bet is to work within the community standards.

"If those rules make sense to the community. The community is part of the airport's infrastructure. I think the airports should conform to the community, not the other way around. Otherwise, get to know your legal department really well," Boyd said.

Long Beach City Attorney Robert Shannon said the only way to increase the number of daily flights to more than 41 would be a vote by the City Council to change the ordinance. Or a court order.

"There are no slots available, no permanent slots. It is our position that we have the absolute right to cap at 41 flights. And I get no sense that anywhere near a majority of the City Council would be inclined to consider" increasing the number, Shannon said.

And as for a legal challenge, "Our position is that the ordinance is legal and was blessed by the Ninth Circuit Court of Appeals," Shannon said.

American Airlines executives say

by allowing JetBlue Airways to reserve 27 flight slots for two years. JetBlue pays \$5,000 a slot every 90 days to keep the rights to the positions until it begins to use them.

JetBlue CEO David Neeleman maintains that the airline will have 10 daily flights at Long Beach Airport by the end of this year, and all 27 daily flights operating by the spring of next year.

American says if the flight slots aren't being used, they should be available to whomever wants them. American wants to start flights to Chicago and New York on June 15. Alaska's service is slated to begin in September.

Besides American and JetBlue, others holding the remainder of the 41 daily flight slots are America West, FedEx, Airborne Express and UPS.

"JetBlue was the only airline that stepped up to the plate and agreed to take the slots. At the time they came forward there was nobody else, and believe me, it was not because we didn't try," Shannon said.

American Airlines had a history of turning down requests and recruiting efforts by the city to fill the slots, Shannon said.

Boyd said American, which began operations in 1983 but pulled out for nearly three years in mid-1994, is reacting like any other major airline that sees a competitor having success.

"Airlines are lemmings. They see one go, they want to go, too," Boyd said. Speculation that American and Alaska are out to put JetBlue out of business is misguided, Boyd said.

"American has been there in the past. So has Alaska. So for them wanting to go back in is not prima facie evidence of them preying on JetBlue," Boyd said.

Airport spokeswoman Sharon Diggs-Jackson said the airport had taken a "very aggressive" approach to recruiting potential airliners to take empty slots since Winair went out of business at the airport in late 1999. But recruiting has been going on since the early 1990s, when total flights dropped from a high of 41 in 1990 to 16 in 1993.

In one instance, Aloha Airlines was heavily pitched by the airport, with detailed presentations on marketing programs, terminal accommodations and routes, but in the end chose to fly out of John Wayne Airport in Orange County.

"They usually came back and say 'no', it's a business decision," Diggs-Jackson said.

LETTER AND NEWS PAPER CLIPPINGS
REGARDING LONG BEACH MUNICIPAL
AIRPORT MAILED 04-14-02 TO THE
FOLLOWING. (SOME MAILED AT LATER DATE)

+ MAYOR BEVERLY O'NEILL - 04-14-02
1ST DISTRICT - COUNCILMEMBER BONNIE
LOWENTHAL -

+ 2ND - COUNCILMEMBER - DAVE BAKER

+ 3RD - COUNCILMEMBER - FRANK COLANNA

+ 4TH - COUNCILMEMBER - DENNIS CARROLL
ALSO HAND DELIVERED AT BRISTOL FARMS.
LETTER ON 05-18-02. (MY DISTRICT)

+ 5TH - COUNCILMEMBER - JACKIE KELL

6TH - COUNCILMEMBER - LAUREN R. BATTS.

7TH - COUNCILMEMBER - RAY GRABINSKI

8TH - COUNCILMEMBER - ROB WEBB

9TH - COUNCILMEMBER - JERRY SHULTZ

+ CITY ATTORNEY - BOB SHANNON

CITY AUDITOR - GARY BURROUGHS

45TH DISTRICT - RE. DANA ROBRABACHEN

+ 4TH DISTRICT COUNTY SUPERVISOR - DON KNABE

27TH DISTRICT - STATE SENATOR BETTY KARNETTE

54TH DISTRICT - ASSEMBLYMAN ALLAN LOWENTHAL

OFFICE OF GOVERNOR - GREY DAVIS

+ U.S. SENATE - BARBARA BOXER

U.S. SENATE - DIANNE FEINSTEIN

RAN FOR MAYOR - NORM RYAN

GRUNION GAZETTE - KURT HELIM

SPEAK OUT - PRESS TELEGRAM

BEACH COMBER - PUBLISHER JAY BEELER

MY ARTICLE APPEARED - MAY 3 2002

* ALSO PATRICK O'DONNELL HAS RECEIVED
A COPY - 4TH DISTRICT COUNCILMEN
(OVER)

I CAN SEND COPIES OF THEIR RESPONSES

Red Gabelich -
Hush - now councilman

ONLY THESE THREE EXPRESSED INTEREST
IN A BETTER SITE
PATRICK O'DONNELL
RED GABELICH
DON KNABE

THINK WHAT MIGHT OF HAPPENED IF THAT
JET BLUE PILOT CHOSE TO SET DOWN AT
L.B. MUNICIPAL AIRPORT INSTEAD OF LAX,
WITH A SHOPPING CENTER AT END OF RUNWAY.

11-14-05

Dyde M. Spencer

P.S. WHY WAS SKY LINKS GOLF COURSE
RELANDED. (TREES REMOVED AND RELOCATED)?
SO RUNWAYS L-5, OR R-5 OR BOTH COULD
BE EXTENDED.